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December 7, 2018

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS  
ON THE  
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : Improvements and Work on Routes 202 & 21  
PROJECT MUNICIPALITY : Belchertown  
PROJECT WATERSHED : Connecticut and Chicopee  
EEA NUMBER : 15932  
PROJECT PROPONENT : Town of Belchertown – Department of Public Works  
DATE NOTICED IN MONITOR : November 7, 2018

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G. L. c. 30, ss. 61-62I) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **does not require** the preparation of an Environmental Impact Report (EIR).

Project Description

As described in the Environmental Notification Form (ENF), the project includes roadway improvements along a 1.17 mile portion of overlapping Routes 202/21 (State Street/Maple Street) in Belchertown. Specifically, the work includes full depth reconstruction and minor widening to provide a consistent cross section, intersection improvements, drainage improvements, bicycle lanes, new sidewalks, wheelchair ramps, and crosswalks. The roadway cross section will include one 11-foot (ft) wide travel lane in each direction, 5-ft wide shoulders on each side striped as bicycle lanes, and 5-ft sidewalks throughout the majority of the project corridor. New sidewalks, crosswalks, and wheelchair ramps will be constructed throughout the project area and will be compliant with accessibility design standards. Other improvements include: re-grading of roadway side slope, relocations of utility poles, installation of curbing,

roadway re-striping, guardrail reconstruction, signage upgrades, and landscaping. The purpose of the project is to enhance public safety, efficiency, and accessibility throughout the corridor for vehicles, pedestrians, and bicyclists.

The project will install a new traffic signal at the State Street at Turkey Hill Road intersection and will replace a flashing beacon with a traffic signal at State Street/Front Street/Stadler Street intersection. Geometric improvements are proposed at the following three unsignalized intersections: State Street at Belchertown Municipal Complex/Chestnut Hill School; State Street at Swift River School; and State Street at Maple Street. Dedicated left turn lanes will be constructed on State Street at its intersections with the Belchertown Municipal Complex/Chestnut Hill School and the Swift River School. The intersection with Maple Street will be realigned to form a "T" intersection.

### Project Corridor

The overall project length is approximately 6,200 linear feet (lf). The project limits along Routes 202/21 commence approximately 1,000 ft west of the intersection with Turkey Hill Road (Route 21) and continue east, terminating approximately 25 ft west of the intersection with South Main Street (Route 181). West of its intersection with Turkey Hill Road (Route 21), State Street (Route 202) is a state-controlled roadway under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). East of its intersection with Turkey Hill Road (Route 21), State Street is owned and maintained by the Town, with the exception of the New England Central Railroad (NECRR) Bridge (MassDOT Bridge No. B-05-015), and is designated as both U.S. Route 202 and State Route 21. At its intersection with Maple Street, State Street changes to Maple Street. Roadway widths within the corridor range from 29-ft to 39-ft wide. The cross-section generally includes one 12-ft wide travel lane in each direction with varying width shoulders and limited sidewalk. Sidewalk is absent in the western third of the project, varies from one side of the roadway to the other side in the central third, and is present on both sides in the eastern third of the project. There are no accommodations for bicycle travel.

The project corridor contains areas of Bordering Vegetated Wetlands (BVW) and its associated 100-ft Buffer Zone. The corridor contains the former Belchertown State School (BLC.D) and a portion of the corridor is located within the Belchertown Historic District (BLC.A), both of which are listed in the State Register of Historic Places. The project corridor is not located in *Priority and/or Estimated Habitat* as mapped by the Division of Fisheries and Wildlife's (DFW) Natural Heritage and Endangered Species Program (NHESP) or an Area of Critical Environmental Concern (ACEC).

### Environmental Impacts and Mitigation

Potential environmental impacts associated with the project include alteration of 3 acres of land, including creation of 1.12 acres of impervious area.

Measures to avoid, minimize, and mitigate environmental impacts include: stormwater management improvements, erosion and sedimentation control measures, and implementation of a traffic management plan. Additionally, the project was revised during the MEPA review period

to avoid impacts to the municipal Chestnut Hill Recreation Area which is protected in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth (Article 97).

### Jurisdiction and Permitting

The project is undergoing MEPA review and requires the filing of an ENF pursuant to Section 11.03(6)(b)(1)(b) of the MEPA regulations because it requires a State Agency Action and will result in the widening of an existing roadway by four or more feet for one-half or more miles. The project will receive Financial Assistance from MassDOT.

The project requires a Determination of Applicability from the Belchertown Conservation Commission for work in the Buffer Zone. The project also requires review by the Massachusetts Historical Commission (MHC) pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). The project will require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the U.S. Environmental Protection Agency (EPA).

Because the project will include funding, in part, from MassDOT, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

### Review of the ENF

The ENF provided a description of existing and proposed conditions, a brief discussion of project alternatives, preliminary project plans, and identified measures to avoid, minimize, and mitigate project impacts. The Town's consultants provided supplemental information to facilitate MEPA review, including the Functional Design Report (FDR), Design Exception Report (DER), stormwater management plan, and information regarding potential impacts to Article 97 Land.<sup>1</sup> For purposes of clarity, all supplemental information is referred to herein as ENF unless otherwise referenced.

Comments from the Massachusetts Department of Environmental Protection (MassDEP) do not identify any significant impacts that were not reviewed in the ENF, note deficiencies in the alternatives analysis, or identify additional alternatives for further review. Comments from MHC indicate the project will have "no adverse effect" on state-listed properties.

### *Alternatives Analysis*

According to the ENF, the No Build alternative was eliminated as it would not achieve the project goals of improving traffic operation and vehicular, bicycle, and pedestrian movement and safety along the corridor. The FDR evaluated a roundabout alternative for both the State Street/Turkey Hill Road and State Street/Front Street/Stadler Street intersections. The FDR indicated that a roundabout at each of these locations was eliminated as it would require a larger

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<sup>1</sup> Emails sent to Page Czepiga (MEPA Office) from Gene Crouch (VHB Inc.) on 11/14/18; from Amanda Bazinet (VHB Inc.) on 11/21/18 and 12/3/18; and from Steve Williams (Belchertown Department of Public Works) on 11/19/18.

footprint which would result in significant impacts to rights-of-way (ROW), existing buildings, and result in direct impacts to BVW. The FDR indicated that traffic signals are the Preferred Alternative at these locations because the smaller limit of work reduces impacts to land alteration and avoids impacts to wetland resources. The ENF indicated that the project was designed strategically to include sidewalks in areas which will not require encroaching into adjacent wetland resources while still providing pedestrian connectivity. Additionally, the project was designed to avoid widening or replacing the NECRR Bridge which further avoids impacts to wetland resource areas. The Preferred Alternative will require design exceptions to reduce roadway lane and shoulder widths and to address both the pedestrian and bicycle accommodation criteria. These design exceptions will generally reduce the width of the cross section and will reduce impacts to wetlands, land alteration, abutters, and required land takings.

#### *Article 97 Land*

The ENF indicated that the project requires temporary and permanent easements on municipally owned parcels that may be protected pursuant to Article 97. Supplemental information from the Town's consultant clarified the project would require easements on the following properties: Chestnut Hill Recreation Area (97 sf permanent/3,108 sf temporary), Foley Field and Piper Farm (621 sf temporary), and Swift River School (530 sf). During the MEPA review period, it was determined that the Chestnut Hill Recreation Area is protected pursuant to Article 97 as it was purchased using Land and Water Conservation Funds (LWCF). The Town's consultants redesigned this portion of the project and provided revised plans that eliminate all Article 97 impacts to the Chestnut Hill Recreation Area. The Foley Field and Piper Farm and Swift River School properties were not purchased with LWCF but were conservatively assumed to be protected pursuant to Article 97. The Town's consultant clarified that the temporary easements on these parcels are necessary to perform minor grading, removal of one stump, and to repave existing driveway aprons within their current footprint. The Town's consultant indicated that the temporary easements would not require Article 97 legislation as it does not constitute a Change of Use and all temporarily impacted areas will be restored to pre-existing conditions.

#### *Land Alteration/Stormwater*

The project will alter 3 acres of land, including creation of 1.2 acres of impervious area. As a redevelopment project, the stormwater management system was designed to comply with the Stormwater Management Standards (SMS) to the extent practicable. The ENF indicated that the developed nature of the corridor and existing site features affected the selection and location of stormwater Best Management Practices (BMPs). The project will upgrade catch basins, install deep-sump hooded catch basins, and construct flared outfalls with riprap to dissipate energy and disperse flows.

#### *Transportation*

The FDR described traffic volumes and conditions, anticipated future traffic volumes, crash rate data, and level of service (LOS) operations. The FDR included the results of a traffic signal warrant analysis which indicated the intersections of State Street at Turkey Hill Road and

State Street at Front Street/Stadler Street both satisfy the three applicable volume-based warrant criteria for a traffic signal. The FDR included a summary of crash rate data for the 2010 through 2014 period which did not identify any intersections that exceeded the MassDOT-District 2 or state-wide average accident rates.

The FDR provided a capacity analysis of the intersections in the study area under 2016 Existing Conditions, 2026 No-Build, and 2026 Build Conditions. The 2026 No-Build Condition assumed the presence of existing traffic, new traffic due to normal background growth, and traffic associated with three projects identified by the Town and MassDOT that are in the planning or development stages: Belchertown State School Redevelopment (EEA# 15198) on Front Street, a Daycare Center on Stadler Street, and Pride Gas Station on State Street. The FDR indicated that a number of study area intersections either currently experience, or, are projected to experience, operational deficiencies independent of the project in Existing and Future No-Build Conditions. The FDR indicated that the newly signalized intersections will operate at LOS B or better in Future Build Conditions. The unsignalized intersection of State Street at Maple Street will improve to LOS C or better during Future Build Conditions. The remaining two unsignalized intersections will operate at LOS F under 2026 No-Build Conditions and will continue to operate at LOS F under 2026 Build Conditions with increased delays and queue lengths. The FDR indicated that the LOS analysis for unsignalized intersections is conservative and that the improvements related to the proposed left turn lanes are anticipated to outweigh the increased delays experienced on the side street movements.

The project has been identified in the Pioneer Valley Metropolitan Planning Organization's (MPO) 2019-2033 Transportation Improvement Plan (TIP). The project is designed to comply with MassDOT's Healthy Transportation Policy as the new and upgraded sidewalks, pedestrian crossings, and cyclist accommodations will promote multi-modal transportation options such as walking and bicycling. As described in the DER, the project will require design exceptions to address: cross slope, grades, horizontal alignment, vertical alignment, lane and shoulder widths, sidewalk presence, and the width of the bicycle lane.

### *Construction Period*

The project must comply with Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. c.40, s.54. All construction activities should be undertaken in compliance with the conditions of all State and local permits. Consistent with the GreenDOT policy directive, MassDOT requires that contractors install emission control devices in all off-road vehicles. MassDOT's Revised Diesel Retrofit Specification also requires that emissions control standards must be met or technology must be used for non-road, diesel-powered construction equipment in excess of 50 horsepower. Contractors will be instructed to limit engine idling and use ultra-low sulfur diesel fuel. Stormwater BMPs must be implemented during the construction period to reduce potential erosion. If oil and/or hazardous materials are identified during construction, notification must be provided to the Massachusetts Department of Environmental pursuant to the Massachusetts Contingency Plan (310 CMR 40.0000).

Conclusion

Based on a review of the ENF and comments received, and in consultation with State Agencies, I have determined that the ENF has sufficiently defined the nature and general elements of the project for the purposes of MEPA review and demonstrated that the project's environmental impacts will be avoided, minimized and/or mitigated to the extent practicable. No further MEPA review is required. The project may proceed to permitting.

December 7, 2018

Date



Matthew A. Beaton

Comments received:

11/27/2018 Massachusetts Department of Environmental Protection (MassDEP)

11/29/2018 Massachusetts Historical Commission (MHC)

MAB/PRC/prc



Commonwealth of Massachusetts  
Executive Office of Energy & Environmental Affairs

## Department of Environmental Protection

Western Regional Office • 436 Dwight Street, Springfield MA 01103 • 413-784-1100

Charles D. Baker  
Governor

Karyn E. Polito  
Lieutenant Governor

Matthew A. Beaton  
Secretary

Martin Suuberg  
Commissioner

November 27, 2018

Matthew A. Beaton, Secretary  
Executive Office of Energy & Environmental Affairs  
Massachusetts Environmental Policy Act Office  
Page Czepiga, EEA No. 15932  
100 Cambridge Street, 9<sup>th</sup> Floor  
Boston, MA 02114-2524

Re: Improvements & Related Work on  
Route 202 & 21, Belchertown

Dear Secretary Beaton,

The Massachusetts Department of Environmental Protection (MassDEP), Western Regional Office appreciates the opportunity to comment on the Environmental Notification Form (ENF) submitted for the Improvements & Related Work on Routes 202 & 21, (EEA #15932) - Belchertown. Applicable MassDEP regulatory and permitting considerations regarding wetlands, air pollution, hazardous waste, solid waste, and waste site cleanup are addressed.

### I. Project Description

The project Proponent is the Town of Belchertown; the project is being funded through MassDOT. The overall project length is approximately 6,200 linear feet commencing 1,000 feet west of Turkey Hill Road and ending 250 feet southwest of South Main Street (Route 181). The project includes full depth reconstruction, minor widening along the entire project, intersection improvements with signals added, drainage improvements, bicycle lanes and new sidewalks.

No new discharge points directly to resource areas are proposed. Proposed drainage improvements include replacement of catch basins, new deep sump catch basins, flared outfalls with stone to dissipate impact. No additional Best Management Practices are proposed due to site constraints. Only Buffer Zone impacts are identified and there are no MassDEP permits identified for this project unless there is a Superseding Order of Conditions.

Environmental impacts are as follows:

- 1.12 acres of new impervious surface,
- 63,472 s.f. of impacts to Buffer Zone (Temporary and Permanent)

**II. Required Mass DEP Permits and/or Applicable Regulations**

Wetlands

310 CMR 10.000

Air Pollution

310 CMR 7.00

Solid Waste

310 CMR 19.00

Bureau of Waste Site Cleanup

310 CMR 40.0000

**III. Permit Discussion**

**Bureau of Water Resources**

Wetlands

As proposed the project will impact 63,472 s.f. of Buffer Zone to Bordering Vegetated Wetland resource areas. The Proponent states that a Request for Determination of Applicability will be submitted to the Belchertown Conservation Commission. Please note that any new point source discharge located within jurisdictional area, including Buffer Zone, requires a Notice of Intent.

Stormwater

The project is a redevelopment project and the Proponent has committed to complying with the *Stormwater Management Standards* to the extent practicable.

**Bureau of Air and Waste**

Air Pollution Control

Construction and Demolition Activities

The construction and demolition activity must conform to current Air Pollution Control Regulations. The proponent should implement measures to alleviate dust, noise, and odor nuisance conditions that may occur during the construction and demolition activities. Such measures must comply with the MassDEP's Bureau of Waste Prevention Regulations 310 CMR 7.01, 7.09, and 7.10.

Construction Period Air Quality Mitigation Measures

The Proponent has acknowledged compliance with MassDEP Diesel Retrofit Program and the use of ultra-low sulfur diesel (ULSD) with a sulfur content of 15 ppm on all non-road engines.

Solid Waste

The proponent shall properly manage and dispose of all solid waste generated by this proposed project pursuant to 310 CMR 16.00 and 310 CMR 19.000, including the regulations at 310 CMR 19.017 (waste ban).

The Proponent has stated their intent to reuse asphalt on site or recycle off site. Asphalt, brick and concrete (ABC) generated through crushing and reuse on-site must



be handled in accordance with regulation and policy. Otherwise, the proponent would need to obtain a site assignment and facility permit for the crushing activity and a Beneficial Use Determination (BUD) for the reuse of the crushed material of site. More information regarding the handling of ABC, and a copy of the 30-day notification form may be found at the following website:

- <https://www.mass.gov/files/documents/2018/03/19/abc-rubble.pdf>

The BUD regulations at 310 CMR 19.060 establish levels of assessment for four categories of beneficial use. These regulations would be applicable to reuse of any materials generated by this project that would otherwise be considered solid waste. Some urban soil encountered along the roadbed, may be managed in accordance with MassDEP policy *COMM-97-001 "Reuse and Disposal of Contaminated Soil at Massachusetts Landfills"*.

The project proponent should be advised that construction activity at the site must comply with both Solid Waste and Air Quality Control regulations. The appropriate Solid Waste provisions addressing this include M.G.L. Chapter 40, Section 54.

### **Bureau of Waste Site Cleanup**

#### **Massachusetts Contingency Plan**

The Massachusetts Contingency Plan (MCP) and regulation 310 CMR 40.0000 governs the cleanup of confirmed oil and hazardous material releases in Massachusetts. The Proponent has correctly identified that there are no confirmed release sites in the immediate proposed work area. However, the consultant also cautions about the potential to encounter urban fill areas during construction.

If oil/hazardous material contamination is encountered, or a release occurs during construction activities, a Licensed Site Professional (LSP) should be retained to manage the contaminated media in compliance with the provisions of the MCP. MassDEP staff will be available for consultation.

A spills contingency plan addressing prevention and management of potential releases of oil and/or hazardous materials from pre- and post-construction activities should be presented to workers at the site and enforced. The plan should include but not be limited to, refueling of machinery, storage of fuels, and potential future on-site activity releases.

#### **IV. Other Comments/Guidance**

If you have any questions regarding this comment letter, please do not hesitate to call Catherine Skiba at (413) 755-2119 or Email: [catherine.skiba@state.ma.us](mailto:catherine.skiba@state.ma.us).

Sincerely,

This final document copy is being provided to you electronically by the Department of Environmental Protection. A signed copy of this document is on file at the DEP office listed on the letterhead.

Michael Gorski  
Regional Director  
cc: MEPA File



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MEPA

November 29, 2018  
**The Commonwealth of Massachusetts**  
William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission  
Jeffrey Shrimpton  
Historic Resources Supervisor  
MassDOT Highway Division  
Cultural Resources Unit  
Ten Park Plaza, Suite 4160  
Boston, MA 02116

RE: Improvements and Related Work on Route 202 and Route 21 from Turkey Hill Road to South Main Street, State and Maple Street, Belchertown, MA; MHC# RC.65414, EEA# 15932

Dear Mr. Shrimpton:

The Massachusetts Historical Commission (MHC) have reviewed the Environmental Notification Form (ENF), received at this office on November 1, 2018, for the project referenced above. The staff of the Massachusetts Historical Commission (MHC) has reviewed the information submitted and has the following comments.

This project proposes roadway improvements along the overlap of Routes 202 and 21 in Belchertown, MA.

The ENF indicates that the project will be receiving funding from the Massachusetts Department of Transportation (MassDOT).

Portions of the proposed project area fall within the Belchertown Historic District (BLC.A) and the Belchertown State School (BLC.D), both of which are listed in the State Register of Historic Places.

After review of the information submitted, MHC has determined that the proposed roadway improvements will have "no adverse effect" (950 CMR 71.07(2)(b)(2)) on the Belchertown Historic District (BLC.A) and the Belchertown State School (BLC.D).

These comments are offered to assist in compliance with M.G.L. Chapter 9, section 26-27C, (950 CMR 71.00) and MEPA (301 CMR 11). Please do not hesitate to contact Linda Santoro of my staff if you have any questions.

Sincerely,

Brona Simon  
State Historic Preservation Officer  
Executive Director  
Massachusetts Historical Commission

xc: Page Czepiga, MEPA Unit  
Steven Williams, Belchertown DPW

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